

Abstract

A pressure relief valve is disclosed for use in air intake tracts of I.C. engine installations. The air valve includes a tubular member having apertures therein covered over by resilient diaphragm elements that, when a negative pressure (vacuum) within the system exceeds a pre-determined level, deflect and enable relief of the negative pressure within the air intake. When the negative pressure returns to normal operating levels, the diaphragm returns to position. The negative pressure within the intake tract can be raised, for example, by an obstruction at the air inlet of the tract.

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